

# Hongkong Daily Press.

ESTABLISHED 1857.

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THE "DAILY PRESS" OFFICE.  
Always pronounced equal to home  
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moderate rates.  
THE "DAILY PRESS" OFFICE.  
All proofs are read and all work  
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No. 11,994. 銀四十九百九千臺萬第 日四十月六日二十二光

HONGKONG, FRIDAY, JULY 24th, 1896.

五界圖 銀四十二月七日六十九百八千臺萬英香港

GOOD MEDALS, PAPER 1859: ISRAEL  
of Higher Quality  
and having Great  
and Durable  
Properties  
THE ONLY  
Awards  
Chicago, 1893.  
Standard for  
Barrel  
Pens, 22, 24, 26,  
Slip Pens, 33, 35, 37, 36,  
404, 7, 00.  
In Fine, Medium, and Broad  
Pens.  
THE NEW TURNED-UP POINT, 1892.  
143

PRIOR \$24 PER MONTH

SHIPPING

ARRIVALS

JULY 23. BANED, British steamer, 1,245 A.

Stott, Canton 23rd July. General. — BUR-

TERFORD & SWIRE.

JULY 23. LODDOR, British str., 10,500, JACKSON,

Saigon 19th July. Rice. — BUTTERFIELD &

SWIRE.

JULY 23. OCEANIA, German steamer, 1,726, E.

FORMER, Kobe 18th July. General. — STEW-

ART & CO.

JULY 23. FUJIWARA, British str., 991, K. Y.

ANDERSON, Wain 17th July, and CHINKIANG

18th, Rice and General. — JARDINE, MA-

THESON & CO.

JULY 23. COSMOPLAT, German str., 352, A.

HOLT, Manila 19th July. Sugar. — JEDDE-

SON & CO.

JULY 23. PALAWAN, British str., 2,095, C. GIDD,

Japan 9th July. General. — P. & O. S. N.

CO.

JULY 23. BENGALURU, British str., 1,467, J.

SAROCH, London and Singapore 17th July.

General. — GIBR. LIVINGSTON & CO.

JULY 23. DORIS, German str., 71, B. & C.

THOMSON & CO., General. — JAMES & CO.

JULY 23. FORRESTA, British str., 2,615, F. A.

PETERS, London 23rd June, and Singapore

17th July. General. — P. & O. S. N. CO.

JULY 23. TALIESIN, German str., 893, CALNE,

Hongkong 21st July. Coal. — JARDINE, MA-

THESON & CO.

JULY 23. TYR, Norwegian str., 1,317, L. M.

GRAN, Moji 18th July. Coal. — ODEBERG.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

23RD JULY.

CHOOFA, British str., for SINGAPORE.

MATHILDE, German str., for HOKKIOU.

POLYPHEMUS, British str., for SINGAPORE.

WINGEONG, British str., for SHANGHAI.

DUNES, German str., for AMoy.

KACHIDATE MARU, Japanese str., for KUCHINOSHIMA.

DOPHE, German str., for SHANGHAI.

DEPARTURES

JULY 23. DECIMA, German str., for SINGAPORE.

JULY 23. CHOWFA, British str., for BANGKOK.

JULY 23. CHUAN, German str., for SAIGON.

JULY 23. DANTE, German str., for SINGAPORE.

JULY 23. FREDERICK, German str., for SINGAPORE.

JULY 23. KACHIDATE MARU, Japanese str., for KUCHINOSHIMA.

JULY 23. POLYPHEMUS, British str., for LONDON.

JULY 23. WINGWANG, British str., for SHANGHAI.

JULY 23. INDEPENDENT, German str., for CHENG-TU.

ARRIVED

PER PALEOSEN, str., from JAPAN. — MRS. E.

HARMSWELL, Mr. and Mrs. C. A. PALMER and infant

MR. EDWARD, Miss HOSPITAL, Miss ARGYLL.

PER PEGASUS, str., from LONDON. — DR. and

MRS. DEANE.

DEPARTED

PER COPTIC, str., for AMoy. — MESSRS. S. HERA,

SCHABERT, and N. MAMFORD. For NAGASAKI.

MESSRS. E. S. KIVIOK and H. K. BROWN.

FOR KOBE. — MESSRS. R. K. KIMMEL and KATHAR-

INE. — FOR YOKOHAMA. — MESSRS. M. J. E.

WHITE, and CO. — FOR PEGASUS. — MR. LEE KAH.

FOR PORTLAND. — MR. H. TAYLOR and family, and Miss

GRIMM. — FOR SAN FRANCISCO. — MR. LOU FOO KAH.

MR. QUAN YUN and daughter, MR. S. WHITE.

FOR LONDON. — MR. C. FINLAYSON.

PER POLYPHEMUS, str., from SHANGHAI.

FOR LONDON. — MR. ROGER, Miss GOODWIN. From

HONGKONG to SINGAPORE. — MR. WONG HIN

TONG. — FOR LONDON. — MR. J. A. HANSEN.

VISITORS AT HOTELS.

HONGKONG HOTEL.

MR. L. BARBOUR, Mr. W. K. HUGHES

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MR. J. E. FERGUSON, MR. J. M. PEARCE



which, whether, private or public, should, from a police point of view and for the promotion of life and property, be illuminated with gas.

W. C. H. HARRIS,  
Chairman.

C. P. CHATER,  
Ho Kai.

To His Excellency GOVERNOR Sir W. Robinson, K.C.M.G.

The above report was referred to the Director of Public Works, who in his reply says—

General speech on the question of lighting streets was divided into two heads, viz.—(a) The lighting of public streets, roads, and lanes, and

(b) The lighting of private streets, roads, and lanes.

The former can only properly be designated "public lighting," though perhaps from a police point of view, the latter may be considered equally if not the more important.

In urban districts in England, the improvement, including lighting, of private streets and roads is regulated by the section 150, Public Health Act 1875, under which section the urban authority has power to call upon the owner or owners of the property abutting upon the street, to contribute towards the cost of the public lighting, and, if not lighted to the public channelling, or are not lighted to the satisfaction of the authority to carry out the necessary works within a specified time.

The question of the efficient construction, maintenance, and lighting of private streets and lanes is one that I have on previous occasions referred to.

In my opinion the owners of property abutting upon streets and lanes should be liberally treated in all cases where such owners are required to hand the private streets and lanes that are used as public thoroughfares over to the Government, but until such streets and lanes are taken over by the Government the cost of efficiently lighting them is a charge upon the owners of property abutting thereon, and I would remark that the cost of lighting the city during 1895 was \$42,500, whilst the revenue derived from the rate of 14 per cent. levied for lighting purposes on the present valuable value amounts to \$40,700, leaving a balance of some \$700 per annum only to meet the interest on capital advanced, which is a sum that is necessary to place the lighting of the public streets on a satisfactory basis, as well as the increased annual cost of maintaining the additional lights required.

It is not therefore my intention to enter further upon the question of lighting private streets and lanes, but may I say that owing to the increasing number and considerable extent of the obstructions so often to be found in such streets and lanes, brackets on the walls would be of little use and probably lamps fixed on posts in the middle of the street or lane would be found the most efficient means of lighting.

Generally speaking, I am of opinion that considerable improvement may be effected in the lighting of the streets of Victoria at a small cost, before undertaking such alterations it would be well to decide on the general principles to be adopted, and I recommend that a district should be taken in hand and improved in accordance as far as practicable with the following rules:—(a) All gas burners used to be of the pattern known as "V" pattern.

(b) In streets of 50 feet and less, in width, to be of those known as the "B" pattern.

(c) In streets exceeding 50 feet in width and at important junctions the burners to be those known as the "C" pattern.

(d) All lamps to be placed at distances apart of about 70 yards, which should be considered a maximum.

(e) The glazing in the upper part of all lanterns to be of glass only. All brackets to be polished and kept posts fixed instead.

(f) The height of lamp posts, except when carrying "clusters," not to exceed 10 feet 6 inches.

The subject is discussed in detail in reference to the city and Kowloon and the extension of public lighting is recommended.

Turning now to the Peking case, in this district a number of 100 lamps for the official lighting of the roads, exclusive of the Magazine Gap district, I have omitted the latter, owing to the necessity, if this district is included, of laying a new main from Queen's Road East up the Wan Chai Gap Road, the cost of which would not compare with all favourably with the advantages to be gained. The estimated cost of 100 lamps is \$4,500.

There is at present no rate for lighting in the Peak District. The annual rating valuation is \$96,450, 14 per cent. per annum rate would realize an annual revenue of \$1,446, and the annual cost of lighting and maintaining 100 lamps would be 100 at \$8,600, or equivalent to, say, 4 per cent. on the rating valuation.

A JAPANESE VOLUNTEER FLEET.

Mr. Asano, President of the Toyo Kisen Kwaisho, has submitted a scheme to the Government for the formation of a Fleet, in view of similar to those of the well-known Russian organization. Government aid is sought from the outset in the shape of grants towards the building of the steamers. In case of emergency they are to be immediately at the disposal of the Naval Authorities, while ordinarily they will be employed for mercantile purposes and developing the maritime prestige and commerce of Japan.

It is proposed that the steamers would be built with a view to speedy equipment as armed cruisers; the officers would be appointed from the Naval Reserve and preference shown for men similarly trained. Naval training is to be regularly given and naval discipline observed in every respect possible. An understanding is offered that these routes will be chosen to avoid competition with existing Japanese steamers. The active supervision of the Naval Department is requested in initiating the fleet and in directing its movements to best advantage in the matter of keeping the vessels within call. The Company asks leave to increase its capital commensurate with whatever grant may be made, the sum to be used to establish a really strong fleet to do justice to the Empire even in excess of the Company's actual trading requirements.

Hugo Neur.

#### SHIFTING REPORTS.

The British steamer *Palawan*, from Japan 9th July, had fine weather with low barometer throughout.

The British steamer *Hooligan*, from Wuhu 17th July, Chinkiang 18th, and Woosung 19th, had light to moderate S.E. to W. wind blowing, the weather being cloudy. From Hiehau to Tung Ying experienced a heavy S.E. swell, the wind veering to N. and N.E. and continuing light that direction till Tung Ying was passed. The light winds were said to be due to weather pressure through the remainder of the passage. The barometer fell steadily from time of leaving port to arrival (from 29.76 to 29.47, lowest reading.)

#### EXPORT CARGOES.

Per steamer *Hambo*, sailed 9th July. For New York—6,632 packages fire crackers, 2,700 packages of 100 lbs. each cassia buds, 200 packages of 100 lbs. each chinaware.

For M.M. steamer *Melba*, sailed 22nd July. For France—333 bags silk, 18 bags hair, 24 cases silk piece goods, 50 cases cassia, 1 case machinery, 318 packages tea, and 27 packages cases. For London—75 bags tea all.

#### KANANGA OF JAPAN

A NEW TOILET WATER  
Prepared by RIGAUD & Co.

PERFUMES BY APPOINTMENT TO THE ROYAL FAMILIES OF SPAIN, HOLLAND, AND GREECE.

8, RUE VIVIENNE, PARIS.

A purely vegetable toilet Water which possesses the most refreshing properties. It makes the skin white, soft, and velvety, imparting to it a fragrant perfume; it is a sure remedy against freckles or pimples.

It fortifies the delicate parts of the body, and is especially recommended to ladies for the intimate toilet care.

Sold in pink bottles throughout the world.

BEWARE OF IMITATIONS.

And take only "RIGAUD'S KANANGA".

#### IMITATIONS.

#### CUTLER, PALMER, & CO.

Have been Shippers to CHINA for nearly over the World.

1. QUALITY COGNAC.  
Distinguished by 4 STARS on the label.

Price \$10.00 per 1 dozen bottles.

We strongly recommend it.

2. SUPERIOR OLD COGNAC.  
Distinguished by 3 STARS on the label.

Price \$10.75 per 1 dozen bottles.

3. VERY GOOD COGNAC.  
Somewhat younger than the above.

Distinguished by 2 STARS on the label.

Price \$10.40 per 1 dozen bottles.

4. PALL MALL WHISKY.  
Eleven years old, very fine quality. Each bottle bears an analytic's certificate.

The quality is guaranteed.

Price \$10.75 per 1 dozen bottles.

5. WELL-MATURED HIGHLAND MALT WHISKY.  
Blended by CUTLER, PALMER & CO. Moderate in price, excellent in quality.

Price \$10.00 per 1 dozen bottles.

6. BRODIE & CO.'S FINE SCOTCH WHISKY.  
in "Squat" Bottles.

Price \$10.00 per 1 dozen bottles.

7. C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY.  
in Patented Bottles.

Price \$9.00 per 1 dozen bottles.

8. GLENIFER BLEND SCOTCH WHISKY.  
Moderately priced, good quality.

Price \$8.50 per 1 dozen bottles.

Agents—SIEMSSON & Co., HONGKONG.

HONGKONG W. ROBINSON & CO.

150 PIANOS FOR HIRE ON MONTHLY PAYMENTS.

PIANOS REPAIRED TO NEW—WORK WARRANTED.

TUNING BY EXPERIENCED MEN ONLY.

SECOND HAND PIANOS CHEAP.

Agents—SIEMSSON & Co., HONGKONG.

SINGAPORE

"POPULAR" AND "CERNOVA" MODELS \$300, \$350—\$385.

5 & 6 Oct. PIANOS \$175—\$225.

ALL GUARANTEED FOR CLIMATE.

ILLUSTRATED CATALOGUES FREE.

MUSIC, STRINGS, AND MUSICAL INSTRUMENTS.

Agents—W. ROBINSON & CO., HONGKONG.

#### THE QUEEN OF TABLE WATERS."

#### "First in Purity."

#### BRITISH MEDICAL JOURNAL.

"Has a charm which makes of artificial aerated waters do not even dream of."—MORNING ADVERTISER.

SOLE AGENTS:

CARLOWITZ & CO., HONGKONG, CANTON, SHANGHAI, TIENTSIN, AND HANKOW.

KELLY & WALSH, LIMITED.

POPULAR FRENCH WORKS.

PAISLEY WORKS—M. & M. 2 vols. \$2.00

PAISLEY & DURRANT, 2 vols. \$2.00

PAISLEY & DUR

## NOTICE TO CONSIGNEES

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from Bowrau S.S. President Long, *L'Allier* and *Ville de Marseilles* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. At Kowloon Wharf, Company, may be landed, *ad hoc*, immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON TO-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Consignees, claiming undelivered after SATURDAY, the 25th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 25th inst., or they will not be recognised.

All Damaged Packages will be examined on FRIDAY, the 24th inst., at 4 P.M.

No Fire Insurance will be effected.

G. DE CHAMPEAUX

Agent.

Hongkong, 18th July, 1896. [1671]

"GLEN" LINE OF STEAM PACKETS

FROM LONDON AND STRAITS.

THE Steamship

"GLENFRUN"

Loving arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed and stored into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Cargo remaining undelivered after the 25th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to send all claims for damages and/or shortages not later than the 2nd inst., or otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 11 A.M.

Bills of Lading will be countersigned by GARDINE, MATHEWS & CO. Agents.

Hongkong, 19th July, 1896. [1675]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"SENIA"

Captain J. Voss, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before 3 P.M. to-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

SIMSEN & CO., Agents.

Hongkong, 21st July, 1896. [1676]

TO CONSIGNEES OF OPTIONAL CARGO, EX. O. S. & CO.'S S.S. "DIOME"

FROM LIVERPOOL.

SHIPPING Orders will be obtained from the Undersigned not later than the 25th inst. for shipment per steamer "TANTALUS".

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1896. [1674]

VEHICLES ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSU.

THE Company's Steamship

"HAILOONG"

Captain Davis, will be despatched for the above Ports to-DAY, the 24th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAIRAM & CO., General Managers.

Hongkong, 22nd July, 1896. [1684]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SENIA"

Captain J. Voss, will be despatched for the above ports TO-DAY, the 24th inst., at 2 P.M.

For Freight, apply to

SIMSEN & CO., Agents.

Hongkong, 21st July, 1896. [1675]

VEHICLES ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSU.

THE Company's Steamship

"BENLONDON"

Captain McLintock, will be despatched as above on or about TO-DAY, the 24th inst.

For Freight or Passage, apply to

GIBB, LITTON & CO., Agents.

Hongkong, 15th July, 1896. [1628]

FOR SINGAPORE, PENTANG, AND CALCUTTA.

THE Steamship

"ARATOON APOA."

Captain J. H. Haden, will be despatched for the above ports TO-MORROW, the 25th inst., at 5 P.M.

For Freight or Passage, apply to

DAVID RASSON, SONS & CO., Agents.

Hongkong, 21st July, 1896. [1664]

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA-CHINA-JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMA- RANG, AND SURABAYA.

THE Steamship

"CASSIUS"

Captain M. Urash, will be despatched for the above ports TO-MORROW, the 25th inst., at 5 P.M.

Through Bills of Lading issued for all ports in the EAST, INDIAN ARCHIPELAGO, ALEXANDRA, ROTTERDAM, GIBRALTAR, MARESHALLS, BETWEEN, LONDON, NAPLES, LEGHORN, and TRIPOLI.

For Freight or Passage, apply to

LAUTS, WEGENER & CO., General Agents.

Hongkong, 23rd July, 1896. [1686]

JAVA-CHINA-JAPAN LINE OF STEAMERS.

Under Management of the

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Alteration)

JAVA, HONGKONG, YOKOHAMA, KOREA, TONGKONG, SINGAPORE, JAVA.

From Hongkong.

S.S. CASSIUS ... To JAVA July.

S.S. FEDERATION To JAVA August.

S.S. GERMANY ... To JAVA Sept.

S.S. GERMANY ... To JAPAN August.

S.S. CASSIUS ... To JAPAN Sept.

S.S. FEDERATION To JAPAN Oct.

General Agents for China and Japan.

LAUTS, WEGENER & CO.

Hongkong, 17th July, 1896. [1644]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOUREABAYA.

THE Steamship

"PAKHOI"

Captain Stott, will be despatched as above TO-DAY, the 24th inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1896. [1671]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"HOIHOW"

Captain Goodall, will be despatched as above TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1896. [1672]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient indentured officers.)

Taking Care at through routes to ANTWERP, ALEXANDRA, PORTUGAL, LISBON, and PORTO.

YOKOHAMA, TONGKONG, and KOREA.

From Hongkong, 24th July, 1896. [1673]

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(Calling at NAPLES for landing Passengers if sufficient indentured officers.)

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CHINA NAVIGATION COMPANY, LIMITED.

FOR S